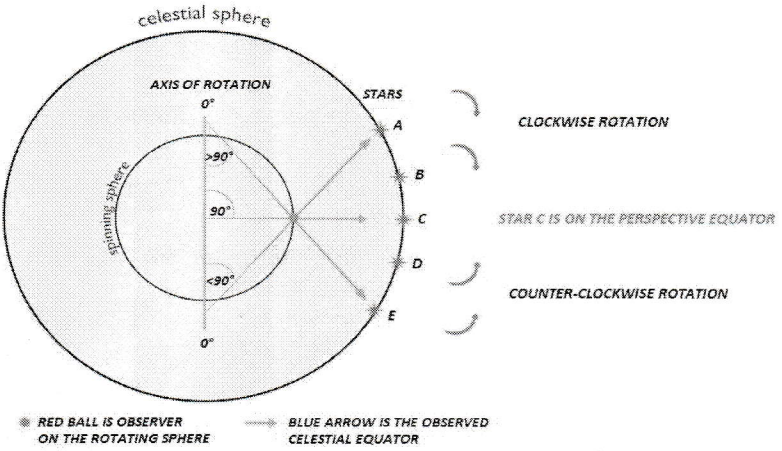
# CHAPTER 1

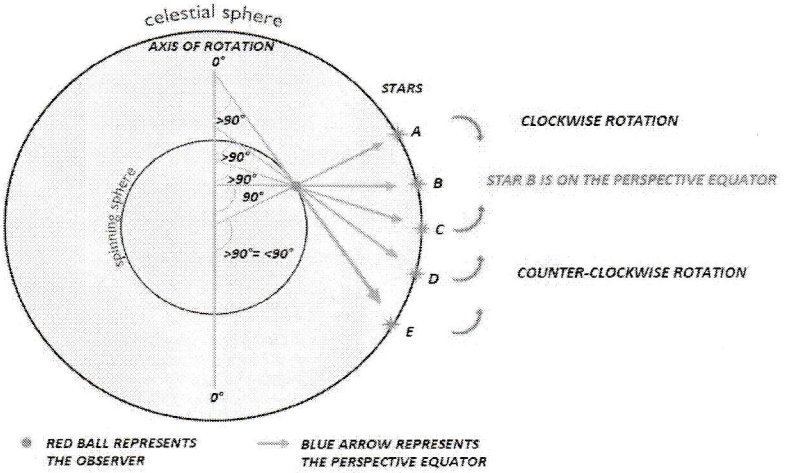
## Straight and Fixed Celestial Equator

In astronomy, the celestial equator is the great circle which divides the northern sky from the southern. According to the round earth model, the celestial equator is caused by a rotation of the Earth. If the division of the sky were caused by a rotation, we would be able to apply the general law of perspective for a rotating sphere. So let's review the law of perspective for a rotating sphere.



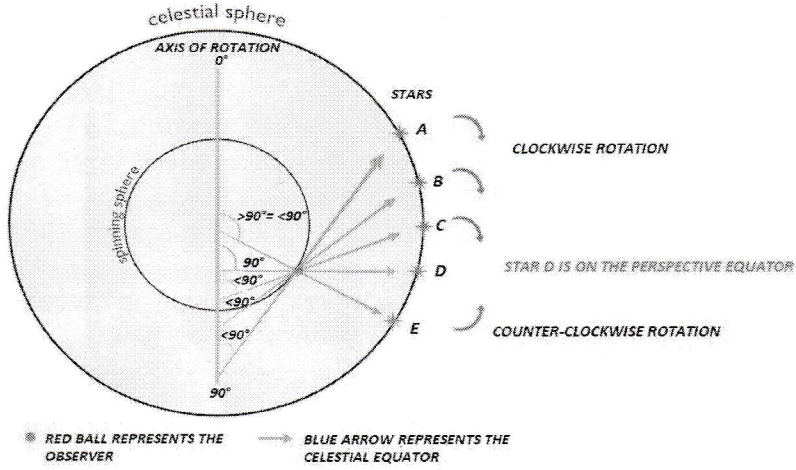

Pic.1

An observer, in this case the red ball, standing on the terrestrial equator of the rotating sphere perceives the star C on the celestial equator, while the stars A, B are perceived north of the equator, and the stars D, E are perceived south of the celestial equator. According to the law of perspective on a rotating object, he perceives the star C on the perspective equator, since the light from star C is intersecting the observers eye line and forming a 90° angle with the axis of rotation. The light from the stars A, B is intersecting the observers eye line, but it's forming an angle of less than 90° with the axis of rotation of the rotating sphere. The stars A,B are therefore perceived rotating clockwise. The light from the stars D, E is intersecting the observers eye line and forming an angle of less than 90° with the axis of rotation – the stars D,E are therefore perceived rotating counter-clockwise. It should also be mentioned that the angle to the axis of rotation defines the apparent circuit of a star - the smaller the angle, the smaller the apparent circuit. Thus the star A appears to be rotating in a smaller circuit than the star B. The star E has a smaller a circuit than the star D due to a smaller angle to the axis of rotation.




Pic.2

Now the observer changes his location on the rotating sphere (pic. 2) and moves north. He now perceives the star B on the celestial equator, since it's light is now intersecting his eye line and forming a 90° with the axis of rotation. The star A appears to be rotating clockwise, since its light is forming an angle of less than 90° with the axis of rotation. The light from the stars C, D, E is forming an angle of less than 90° and the stars appear to be rotating counter-clockwise.




Pic.3

An observer standing in the south (pic. 3) observes the star D on the celestial

equator, since its light is intersecting his eye line and forming a 90° angle with the axis of rotation. The stars C, B, A are now rotating clockwise, and the star E is rotating counter-clockwise.
It is to be noted that from the point of view on a rotating Earth, planets and stars in the background appear to be projected onto a sphere surrounding the Earth. Perspective on a rotating sphere does not follow the same rules as perspective on a plane. On a rotating sphere, it's not the distance to the stars in the background which defines the way the celestial sphere is perceived, but the observers position along the axis of rotation of the rotating sphere.

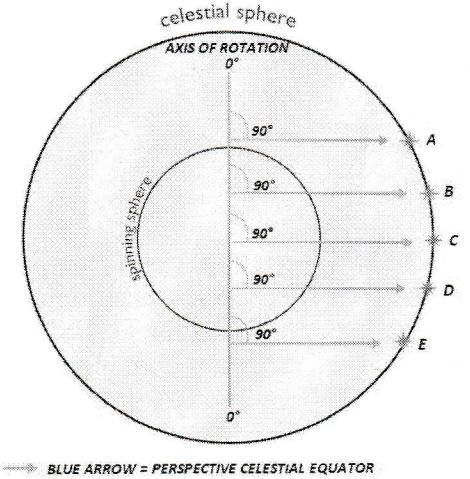



*ILLUSTRATION OF THE RELATION BETWEEN THE PERSPECTIVE POSITION OF THE PERSPECTIVE CELESTIAL EQUATOR ON THE APPARENT CELESTIAL SPHERE AND THE OBSERVER'S POSITION ALONG THE AXIS OF ROTATION OF THE ROTATING SPHERE*

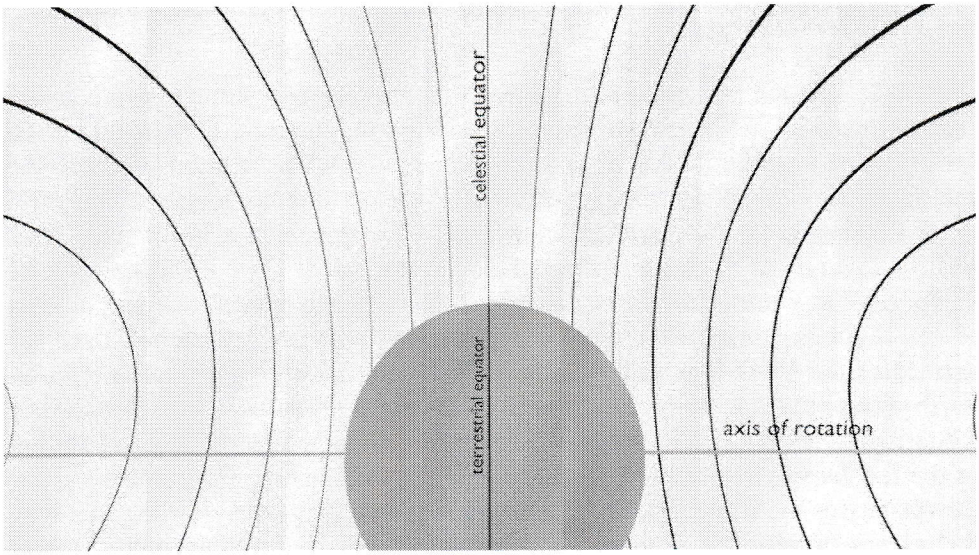
Pic.4

The law of perspective on a rotating sphere dictates that a celestial equator can only be observed when the light from the stars, which appear to be fixed on a sphere, intersects the eye line of the observer and forms a 90° angle with the axis of rotation. The only place at which the celestial equator would be observed over the terrestrial equator is on the terrestrial equator. Changing location relatively to the axis of rotation on a rotating sphere, the celestial equator would change its apparent position as well. The celestial equator on a rotating sphere would, therefore, follow the observer as he moves across the rotating sphere. Were the Earth a rotating sphere, observers north and south of the terrestrial equator would observe different celestial equators. The actual celestial equator, however, lies directly above the terrestrial equator and divides the North from the South. It appears as a straight line precisely running along the terrestrial equator from any given vantage point on Earth. It is therefore **not subjected to the laws of perspective** on a rotating sphere, as the celestial

equator is proven to be **GEOGRAPHIC,** and **NOT PERSPECTIVE**. This proves that there is no axis of rotation - any rotation of the Earth can be excluded.

## The Separation of Stars

The separation of stars proceeds along the celestial equator, right above the terrestrial equator. As we have seen in previous examples with the rotating sphere and the celestial equator, the separation of stars on a rotating sphere would be observed depending on the observers position along the axis of rotation (pic. 4). The fact that the separation of stars is bound to the terrestrial equator proves that it's not subjected to the law of perspective on a rotating sphere. What is also remarkable about the separation of stars is the process of separation itself. If the Earth were a rotating sphere, the transition between the apparent celestial equator and the celestial poles should be smooth.

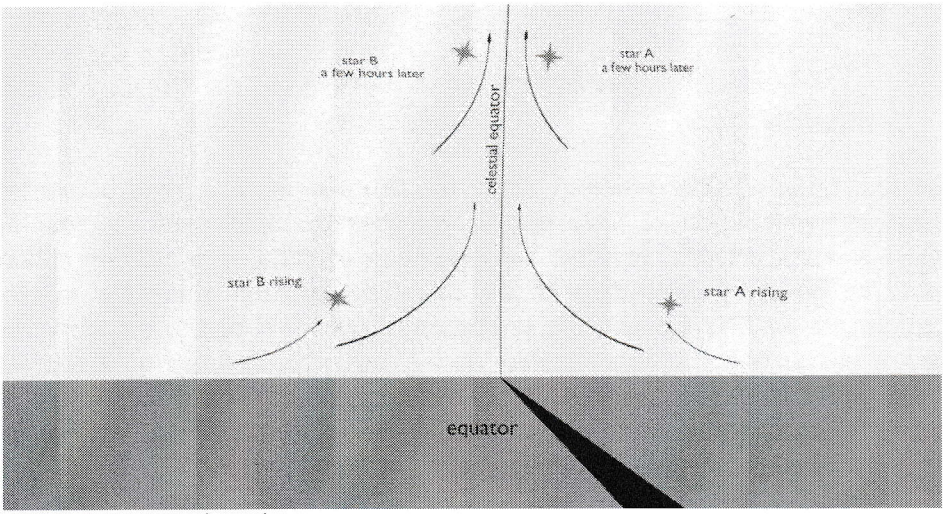



Pic.5

As we can see, in the case of a rotation of the sphere, we would observe a proportional and smooth transition as the angle to the axis of rotation gradually decreases due north and due south until it eventually decreases to 0° at the celestial poles. In case of a rotation, the apparent separation of stars along the celestial equator would be perspective, whereas we would not observe changes in the appearance of the celestial sphere itself.

The actual separation of stars, however, does not show signs of the usual

perspective on a rotating sphere, instead it shows **a squeezing and stretching** of the night sky which cannot possibly be created by perspective alone.

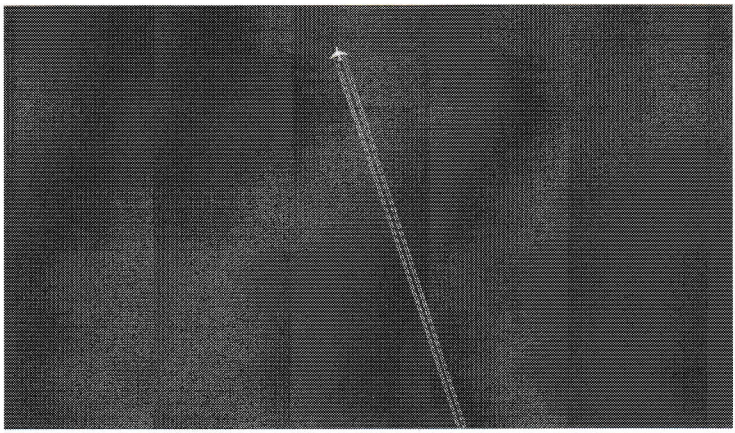



Pic.6 : separation stars as observed

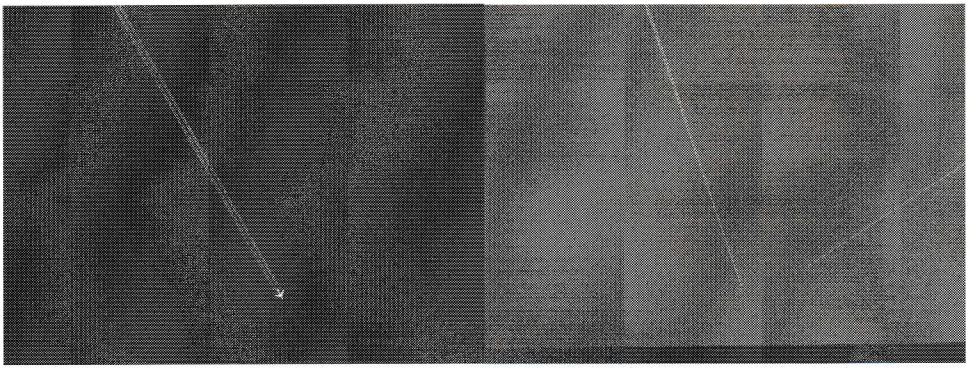
The night sky can be observed apparently squeezing and stretching along the celestial equator. When the stars A, B appear on the horizon, they appear to be further apart from each other than a few hours later, when they are closer to the zenith. As they are rising, they appear to be flowing together towards the zenith point. As they cross the zenith point and approach the horizon in the west, they start to diverge as they are setting. This shows that it's not the usual law of perspective at work. Time lapse footage shows that the appearance and motion of the night sky is rather that of a flat canvas apparently stretched over the surface of the Earth than that of a celestial sphere revolving around a circular Earth. Stars appear to be projected onto a flat and continuous canvas which is in a continuous motion from east to west, whereas the apparent rising and setting of the flat canvas is subjected to the law of perspective on a flat surface. As the canvas passes by, it appears to be converging, diverging, and swirling in a way that is not possible to reproduce on a rotating sphere relying on the law of perspective on a rotating sphere. As the night sky moves from east to west, the light appears to be deflected downwards, and at the same time sideways, towards the edges. In fact, the night sky behaves similarly to a stream running from east to west, and swirling towards the edges along the latitudes 90°. The night sky and separation of stars as observed is another example of curved light, and proves the absence of any rotation of the Earth.

## Airplanes and Perspective

Most people are familiar with the following observation : You are standing in the open and overlooking the vast blue sky. An airplane appears on the horizon and approaches you. But it doesn't approach you the way objects down on Earth approach you, instead the approach of the airplane describes a nearly vertical ascent.



According to the round earth model, the apparent linear ascent is due to the Earth's curvature, but when analyzed closer, the trail of the airplane appears to be perfectly straight. In fact, between the point of the airplane's appearance on the horizon and the point of its disappearance below the horizon, its path doesn't show the slightest signs of a curve. Instead, the path of the airplanes seems to be subjected to the general rule of perspective drawing, which dictates that all lines must converge towards the vanishing point. An approaching airplane appears to be ascending in a straight line, seemingly away from the vanishing point, it continues its apparent ascent in a straight line all the way to the point where the airplane is observed overhead. As it continues to move away from the observer, it appears to be descending in a straight line. Despite the apparent ascent and descent, the airplane maintains the same altitude over its entire path across the sky. It is to be added that the altitude of the airplane determines the degree of the apparent ascent and descent. Airplanes flying extremely high appear to be ascending and descending more steeply than airplanes moving at lower altitudes. Airplanes flying lower describe a more acute angle of apparent ascent and descent. In both cases, the path of the airplanes between the apparent ascent and the apparent descent never shows a curve indicating a curvature of the Earth.

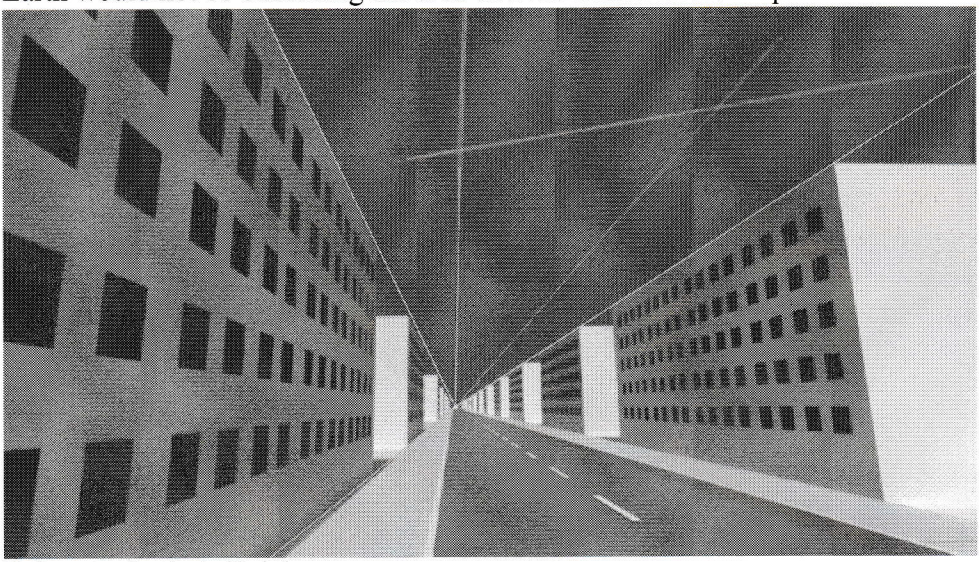


Pic.7 : a high flying airplane appears to be descending

Pic.8 : a high flying and a lower flying airplane appear to be descending

What we observe is the general law of perspective which is applied in perspective drawing - in perspective drawing, there is no curvature to be taken into account. Instead, the whole picture is determined by vanishing points. If a painter were to draw a picture of two approaching airplanes, he would proceed in the same manner as with any other drawing - first, he would plot a vanishing point which represents the observers eye line; in the second step, he would draw all lines up, away from the vanishing point. He would proceed in the exact same manner if he were to draw two airplanes receding from the observer - he would plot a vanishing point at about the altitude of the observers eye line; all he would have to do in order to get the correct paths of the two airplanes is draw two lines from the top of the picture all the way down to the vanishing point, where the paths eventually converge. By doing so, he will describe the realistic paths of the airplanes according to the laws of perspective. Everything we see around us, including airplanes appearing and disappearing in the sky and ships appearing and disappearing on the horizon, is the work of the law of perspective which is embedded in the mechanics of light. The very law of perspective drawing applied in drawing, as well as in 3-D animation programs, is a correct representation of perspective we see in nature. If a painter were to draw a long, straight street with buildings on each side that goes all the way to the horizon, all he would do in order to get the correct proportions is draw a vanishing point at the approximate eye level of the observer, and let all lines, including the street, the roof tops of the buildings, windows etc. converge in the vanishing point. Some airplanes appear to be ascending and descending more steeply than others because of their higher altitude. In some cases, airplanes describe an almost horizontal descent and ascent - these are non commercial and often military machines flying at altitudes of 15-20 kilometers (50 000+ feet). Ironically, the apparent ascents and descents are often used as argument for a the curvature of the Earth. But wait a minute..isn't the Earth so incredibly huge

that we wouldn't be able to see a curvature with our naked eye as scientists claim? But for some reason, it's not huge enough when it comes to airplanes, which according to the round Earth model, are simply arching across the sky in a steep curve. If an airplane is seen from a distance of about 100 kilometers, while apparently ascending almost horizontally, then according to the Copernican model, it is literally flying around a spherical Earth. In that case, we would have to assume that the diameter of the sphere is only a few hundred kilometers, since on a sphere with a diameter of 12 000 kilometers, the distance at which an airplane would appear to be ascending as observed is about 6000 kilometers. If we lived on a spherical Earth and we saw airplanes describing horizontal ascents and descents, we would have a big problem - the size of the Earth would not be exceeding the area of Switzerland in the Alps.



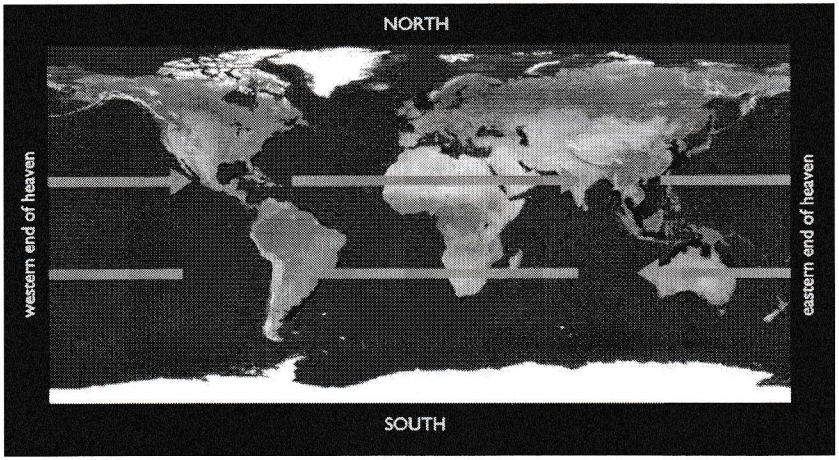
Pic.9 : perspective street with airplanes

The following illustration (pic. 9) depicts a straight street with airplanes flying parallel to the main road. The airplane on the right is approaching; the airplane on the left is receding. The perspective street was created in a 3-D animation program which is based on the same universal laws of perspective that are found nature. Note that the street is designed on a flat plane with the airplanes flying horizontally over the flat plane. As we can see, all lines, including the trails from the airplanes, are converging in the vanishing point. Notice the striking resemblance between the illustration and real life? The street, as well as the trails above, are observed exactly the same as in real life. Like in real life, the airplanes are shooting across the sky in straight lines, showing no signs of a curve as it would be the case if the Earth were a sphere. If the observer in this

picture had a powerful telescope which allowed him to follow the path of the airplane on the left, he would see how the airplane starts to dip below the horizon as soon as it reaches the vanishing point. Our perception of reality around us is a constant interplay of vanishing points, with all lines converging to the vanishing points which mark the limit of our visual perception. All of this part of the ingenious and complex nature of light.

## Repetitive Space

In the previous titles, we have been reviewing the celestial equator. As we have seen, the fact that it is fixed objectively excludes a rotation of the Earth. So what does that mean? The Earth is not rotating, but the Sun and the stars move from east to west and reappear in the east again the next day? What conclusion can we draw? Let's go through all options: The fixed celestial equator proves the absence of an axis of rotation of the Earth; it also proves the absence of an axis of rotation of a celestial sphere around a spherical Earth. These two options can be excluded as possible explanations. The only remaining explanation for the fixed celestial equator is that space has to be repeating. That is, going from east to west or from west to east, you will come back to where you started, all while moving in a straight line over a flat plane. Even though this may sound too fantastic at first, but an objective and unbiased analysis of the celestial equator tells us that we are living in a repetitive space loop, and not on a sphere, as we have been trained to think.




Pic.10 : illustration of space loop/repetitive space

Sun, Moon, and stars are running from east to west over a flat, rectangular plane of Earth. When the Sun sets in the west on the equinox, it is traveling in a straight line due west along the equator; and it rises in the east again twelve

hours later. There is a geographic eastern end of heaven, and a geographic western end of heaven as mentioned in the Bible and in the Book of Enoch.

*"And this is the first law of the luminaries: the luminary the Sun has its rising in the **eastern portals of the heaven,** and its setting in the **western portals of the heaven.** "*

*The Book of Enoch 72 : 2*

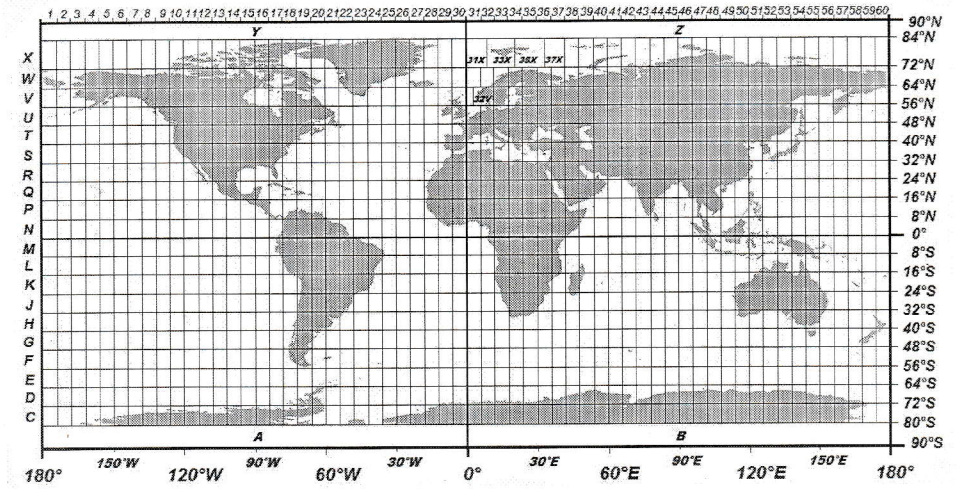
*"For as the lightning **cometh out of the east,** and shineth **even unto the west**; so shall also the coming of the Son of man be. "*

*Spoken by the Christ in Matthew 24 : 27*

One of the major arguments for a round Earth was the fact that you can sail east or west and arrive at the starting point, without falling off the edge of the flat plane. In reality, there is no edge of the flat plane, since space is a repetitive continuum.

**Official Map of the World**

***Universal Transverse Mercator (UTM) System***

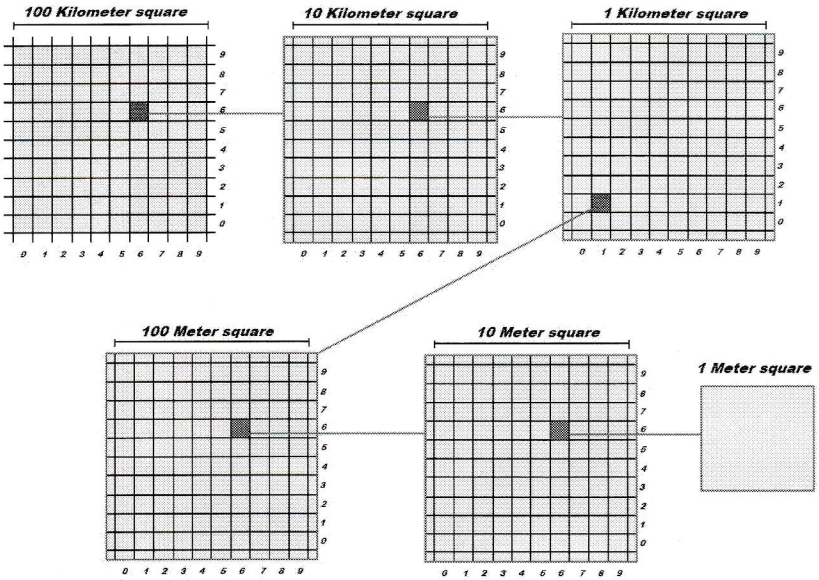



Pic.11

The Universal Transverse Mercator system is a map which was introduced by

the United States military in the early 20th century. The special feature of the UTM map is that it divides the surface of the Earth into squares of equal size with each square being broken down into smaller squares, all the way down to squares of 10 cm. Every point on earth is identified as a square within a square, within a square, all the way up to the biggest squares of 100 kilometers. The UTM grid represents the universal 2-dimensional layout of the surface of the Earth, which is also used by the military, in aviation, and for GPS, MGRS (Military Grid Reference System). The surface of the Earth between the latitudes 84° North and 80° South is divided into 60 zones of designation. For examle :

New York is situated in the zone "18S" (pic.11). However, the zones of designation are not referred to areas but to degrees. Each zone is 6° wide. The zones are overlaid with a grid of 100 kilometer squares, whereas a square may occupy two zones of designation at a time. This means that the outline of the zones of designation cut through the squares, dividing them into two zones of designation. However, the 100 kilometer squares are precise squares which are broken down into 100 of 10 kilometer squares. The 10 kilometer squares are broken down into 100 of 1 kilometer squares and so on, all the way down to an area of 1 square meter and below. ( pic. 12)



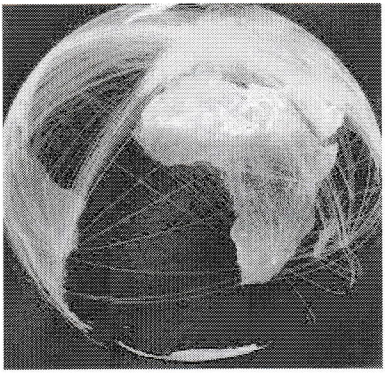

Pic.12

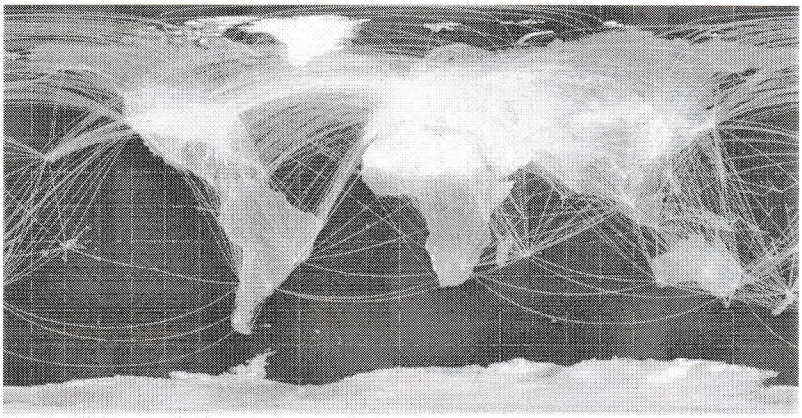
Note that the biggest squares of 100 kilometers, as well as all smaller squares within, are precisely measured and never overlap. There are always exactly 100

smaller squares in each square. The biggest squares do not overlap in the northern and southern regions, whereas on a spherical surface with the longitudes converging at the poles, the squares would increasingly overlap towards the poles. In fact, the squares would overlap at any given latitude, including at the equator. Furthermore, the squares on a sphere would not have the dimensions they have on a plane, since they would be stretched and distorted. In reality, however, the squares are referenced to areas of precise dimensions. There is the exact same amount of 100 kilometer squares along every latitude. If there are 400 big squares along the equator, then there are 400 big squares along the latitude 80°. This is absolutely impossible to imitate on a sphere. The fact that the UTM map has the surface of the Earth between the latitudes S80° and N84° divided into precise squares proves that the UTM grid is an accurate representation of the flat, rectangular surface of the Earth and of its landmasses and proportions.

## Flights on the UTM

There are only two working coordinate systems that are used in aviation : A polar coordinate system (globe), and a Cartesian coordinate system (UTM). If we take a look at flight routes on a globe, we notice that they describe straight lines between two destinations. This is due to the fact that the globe is used to plot flight routes. However, to actually fly the given route, the plotted route must be projected onto the Cartesian coordinate system, since the polar coordinate system is never used in navigation. Have you ever seen a globe in the cockpit of an airplane or on a ship as navigation tool? Of course not. The only map used in navigation is the UTM grid. Once the route between two destinations has been drawn on the globe, it's being projected onto the rectangular map . In order to project the exact flight route, the navigator takes the exact coordinates that the flight covers on the globe and converts them into the Cartesian coordinate system. As a result, the routes describing straight lines and adapting the sphere in the polar coordinate system now describe curves in the Cartesian coordinate system. In other words, what is a straight line adapting the globe becomes a flat curve when projected onto the rectangular UTM map.



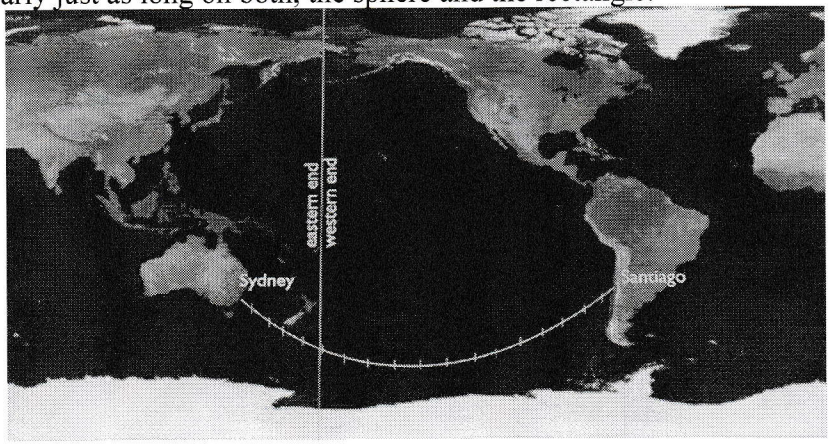


Pic.13 : Flight routes in the cartesian coordinate system

The pictures 12 and 13 depict the same same flights in two different coordinate systems. Currently, there is a lot of debate around the true map of the world. Circular, diamond shaped, hexagonal (yes someone actually proposed the hexagon), and a square with three poles are on the table, but in reality there, are only two options to choose from: One option is the polar coordinate system, or the globe. It's usually used as a helping tool to plot flight routes. The other option is the Cartesian layout with longitudes and latitudes intersecting at right angles. If the Earth is not a globe, it has to be the 2-dimensional rectangular UTM plane. This is also why the rectangular shape of the Earth can go unnoticed by most people, including by pilots and by professional navigators. Both coordinate systems work, and it is easy to fall into the belief that the UTM map was a mere projection of the sphere, while in reality, the rectangular surface of the Earth as depicted on the UTM grid is wrapped around the sphere. If you were to create a spherical Earth in a 3-D animation program, you would need to create a blank sphere and apply the rectangular UTM map to the sphere. Every animated globe, including Google Earth, is a rectangular map applied to a sphere.

Another similarity between the polar coordinate system and the rectangular are the distances. For example, the official flight route between Sydney, Australia and Santiago De Chile has a similar length in both systems. Whether it's a curve adapting the globe, or a horizontal curve in the Cartesian system, both curves have a nearly identical length. For this reason, it is hardly possible to tell by the flight duration alone if the surface is a sphere or a rectangle, which is why most pilots are not aware of the fact that the Cartesian UTM system is the actual depiction of the surface of the Earth. If we draw a straight line from Sydney to Santiago on a sphere, and project it onto the UTM map, we'll see that the lines

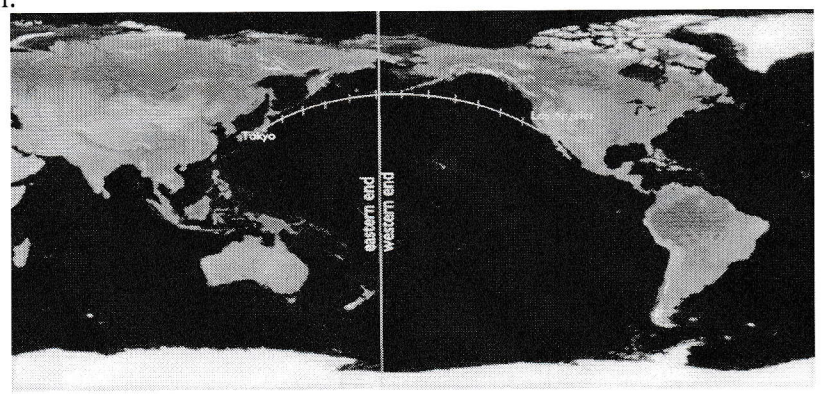
are nearly just as long on both, the sphere and the rectangle.




Pic.14

The flight duration from Sydney to Santiago amounts to eighteen hours. The flight route in picture 14 is divided into eighteen sections which represent the approximate distances that the airplane covers every hour considering the average cruise speed of 900 km/h. One of the problems with the conventional circular flat Earth model is non stop flights within the southern "hemisphere", which disprove the circular flat Earth model, and seem to confirm the globe instead. However, each and every flight, in the North or in the South, perfectly harmonizes with the rectangular UTM map. The difference between a flight route on the globe and the same route on the rectangular map is that the route on the globe describes a trajectory around the sphere, while the same route projected onto the rectangular map describes a horizontal curve, which lets the distances appear equal in both systems.

Also note that the routes straighten out towards the equator in the Cartesian system; a route along the equator would be a straight line in the Cartesian system.




Pic.15

The flight duration from Tokyo to Sydney (pic.15) ranges between twelve and fourteen hours. Like in the previous example, the route is divided into twelve sections corresponding to the duration of twelve hours. In both examples, the length of the sections is identical - it describes the distance that the airplane covers considering an average speed of 900 km/h. The same can be applied to most ordinary flights in the northern, as well as in the southern "hemisphere". However, there are extraordinary flights which run close to the latitude 90° in the North, as well as in the South. The peculiarity about these flights is that the airplanes cover great distances in a relatively short time. For example, an airplane can cover a distance of well over 8 000 kilometers within one hour, which would be impossible possible under conventional conditions considering the average speed. This phenomenon is provided by a a portal system running along the far northern, and along the far southern latitudes, which we will discuss in the course of the book.